

Today's
Advertisements.

VICTORIA FRECEPTORY.

A REGULAR MEETING of the VICTORIA FRECEPTORY will be held in the FREEMASONS' HALL, Zeland Street, TO-NIGHT, the 20th inst., at 8.30 for 9 p.m. precisely. Visiting St. Knights are cordially invited to attend.

Hongkong, 20th January, 1898. [100]

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zeland Street, on FRIDAY, the 25th inst., at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 20th January, 1898. [150]

GOVERNMENT NOTIFICATION.
No. 35.

IT is hereby notified that the Hongkong Volunteers will FIRE from Machine Guns on a land and water range in the Bay East of Deep Water Bay on SATURDAY, the 22nd January, 1898.

Picquets will be posted to ensure safety of land range.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Hongkong, 20th January, 1898. [147]

NOTICE.

A RESPECTABLE YOUNG MAN wishes to meet with a Gentleman who is leaving for Home, and offers himself as VALET and COMPANION in exchange for trip, or as otherwise agreed.

Apply
"Z. Y. X."
c/o Hongkong Telegraph Office.

Hongkong, 20th January, 1898. [149]

EXCURSION TO MACAO.

THE S.S. "HOI TONG" will leave the MARKET WHARF on SUNDAY next the 23rd inst., for MACAO at 6 p.m. precisely, leaving MACAO for HONGKONG at 6 p.m. Fare for Return Journey \$2. Liquors only supplied on board.

Owner's address:—Mr. CHI WO,
29, WING WO LANE, Hongkong.

Hongkong, 20th January, 1898. [148]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"PAKHOI,"

Captain Stott, will be despatched as above

TO-MORROW, the 21st inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th January, 1898. [151]

OCEAN STEAMSHIP COMPANY,
LIMITED.

FOR AMOY.

THE Company's Steamship

"JASON,"

Captain Lycett, will be despatched as above

TO-MORROW, the 21st inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th January, 1898. [153]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,

SUEZ, ADEK, KURRACHI, BOMBAY,

COLOMBO, PENANG & SINGAPORE.

THE Steamship

"AMPHITRITE,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

this risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained.

This vessel brings Cargo—

From Calcutta, ex S.S. *Aglaya*, transhipped

at Colombo.

From Trieste, ex S.S. *Imperator*, transhipped

at Bombay.

From Venice, ex S.S. *Maritima*, transhipped

at Trieste.

Optional Cargo will be discharged here unless

notice to the contrary be given immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Underwriters before Noon on the

26th inst., or they will not be recognized.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 26th

inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER & Co.,

Agents.

Hongkong, 20th January, 1898. [154]

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear comparison

with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and

other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 1st March, 1897. [50]

Intimations.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting the public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions they may express.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dancer and After Dancer Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and curants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colonies from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

MARRIAGES.

At Shanghai, on the 15th January, 1898, at H.B.M.'s Consulate-General, by George Jamieson, Esq., C.M.G., Consul-General, and afterwards the Union Church by the Rev. J. R. Hykes, D.D. ALBERT SMITH, eldest son of H. Vincent Smith, South Yarra, Melbourne, to MARY SUTHERLAND MERRILL, second daughter of Alexander Grant Merrill, of the Statistical Department of I.M. Customs, Shanghai.

At Shanghai, on the 15th January, 1898, at H.B.M.'s Consulate-General, by George Jamieson, Esq., C.M.G., Consul-General, and afterwards at the Union Church, by the Rev. J. R. Hykes, D.D., V. HERMAN ARTHUR BRADLEY, son of the late John Wadsworth Bradley, C.B., Clifton, England, to ANNE MARGARET MERRILL, third daughter of Alexander Grant Merrill, of the Statistical Department of I.M. Customs, Shanghai.

DEATH.

At the General Hospital, Yokohama, on the 7th inst., THOMAS RYDING GREEN, aged 65 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 20, 1898.

NOTES AND COMMENTS.

The *Semais Colofide* relates a funny story of red-tape in a French Colony, where our dear departed D.P.W. would be a treasure and delight, if he would go there. The story goes that the paternal Paris Government provided the new colony with an experimental agricultural establishment, where in course of time the nursery beds produced, among other things, five hundred thousand flourishing coffee-plants from excellent seed. Then the question arose—what are we to do with these things? Oh, said some bright young bureaucrat, give them out to the natives, so many to each village in the neighbourhood; tell the village chiefs how to cultivate them, and then even if nine out of ten seedlings come to nothing, the odd one will remain, and a good start will have been made with a new industry, to the immense benefit of the colony. Splendid idea! Of course, the sanction of the authorities had first to be obtained; and this was not difficult. The authorities promptly replied approving of the scheme, and with the greatest pleasure set to work drafting rules, thuswise:—

Art. I.—Natives wishing to obtain coffee plants must send in written applications, stating name, age, residence, and number of plants required. [Of course, not a peasant in the land could write.]

Art. II.—Each application must be stamped with a ten-cent stamp. [The poor niggers didn't even know what a stamp was.]

Art. III.—Applications must be countersigned by the Chief of Bureau No. 2 and sent to the Chief of Bureau No. 1.

Art. IV.—The Director of the Experimental Establishment must be entirely responsible for all the coffee-plants, entrusted to him for distribution.

On looking over the rules, somebody gravely remarked, "There is one thing left out; the recipients of the plants ought to give the Director receipts for them, or how can he be responsible?" And still French Colonies fall!

We regret that NAPOLEON is dead, for we have a pretty retort to his fear about the British being "a nation of shopkeepers." We would like to tell him that we do not require the State to do the shopkeeping for us. In France, in Germany, in Russia, in Austria, and to a smaller extent in other

countries, the people frequently seem as if they dare not lay out their money in any enterprise without the aid of Ministers of State and rulers of mighty empires to superintend, advise, encourage, subsidize and otherwise mollycoddle them in their buying and selling, their planting and reaping, their mining and manufacturing, their shipping, banking, and even their baby-breeding! The Grande Monarque and the Petit Caporal must both turn in their graves, to see their modern representative dividing his time between bountifuling everybody in France and touting for trade in foreign countries. Their illustrious predecessor Bismarck showed a lofty contempt for mere money, when he was receiving the ransom of Rome, and the money was weighed with a fraudulent balance: "Here, throw my sword into the scale; that ought to weigh!" Now the scene is different; President FAUX embraces Emperor NICKERSON, and the kiss is carefully watched, weighed and measured, and assessed at its probable value in hard cash. And instead of weeping, like ALEXANDER the Great, for more worlds to conquer, the French nation yearns with a ceaseless yearn for more worlds to regulate, more shopkeepers to subvent, more undeveloped wildernesses to Governmentize.

It is just this sort of red tape that kills a colony; or, if the colony refuses to be killed, the red tape limits its expansion as much as possible. We can sympathize sincerely with our French friends, for there is red tape enough in Hongkong. Frenchmen, however, rather invite officious meddling and muddling, by always looking to the Government to wet-nurse every pioneering enterprise. In Hongkong we usually ask the Government to do nothing at all, as far as regards business enterprises; we beg and pray the Government to let us alone, because we know that Government people (as the inevitable result of their training and official surroundings) are usually more liable to make mistakes than ordinary mortals, whose livelihood is liable to disappear if they blunder. That is why the British nation adheres firmly to the maxim "The less Government, the better." There are some things which cannot be done except by Government; we reluctantly have to leave the Post Office, Public Works, and financial administration in official hands, whose fingers are all thumbs, metaphorically speaking.

All this preamble is intended to lead up to the one striking fact that the Public Works Department seems to have finished finding drains blocked up by the Praya Reclamation. It has not quite amounted to needing the whole of the reclamation work to be undone and started over again from the beginning; but if not, small thanks to the Hon. F. A. COOPER and Mr. BOWDLER.

TELEGRAMS.

(Special to Hongkong Telegraph.)

STEAMER "POWAN" ASHORE.

CANTON, January 20th, 4 p.m.

The steamer *Powan*, which left here last night has gone ashore on the second bar. Assistance is now being sent to her.

REUTER'S MESSAGES.

CRICKET.

LONDON, January 17th.

In the test match at Adelaide the Australians were out for 573. Stoddart's team have made 179 for six wickets.

OBITUARY.

The death is announced of Mr. Villiers, the Father of the House of Commons.

INDIAN FINANCE.

Tenders opened on the 17th inst., amounted to 9,770,000. Subscribers at 50s. 17s. 2s. receive 75 per cent., and those above that receive in full.

GREAT BRITAIN AND CHINA.

January 18th.

Sir Michael Hicks-Beach, speaking at Swansea, said that Great Britain did not desire territorial acquisition in China, but that she did desire to open the door of China to the world's commerce. He added that the Government was absolutely determined, even at the cost of war if necessary, not to allow the shutting of the door of commerce against us.

CRICKET.

In the test match at Adelaide, Stoddart's eleven were all out for 278 runs. In the following they have made 133 for the loss of one wicket.

GREAT BRITAIN AND THE CHINESE LOAN.

Sir Claude MacDonald has informed the Tsung-tsi Yamen that Great Britain is willing to provide a loan on conditions that China opens three treaty ports, including Tientsin and Nanking, the non-allocation of the Yangtze River valley, and further power and right to extend the Burma railway through Yunnan. China approves of the conditions, but the Russian and French Ministers oppose them.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.55 per £.

Sir J. W. Carrington presided at the St. Joseph's College prize distribution this evening.

The theft of a twelve cent cap from a hawkers' stall resulted in a coffee being today "sent in" for fourteen days.

SATURDAY next being the Chinese New Year Day, there will be no issue of this paper and the office will be closed. To-morrow's issue will be extra large.

The Post and Money Order Offices will be entirely closed on Saturday, the 22nd inst. (Chinese New Year's day). The Night Box will be kept open.

Inspector JAHANEK, of the Central Marine, today prosecuted three fish stallholders for keeping their stalls in a dirty state. They were each fined \$5.

H.M.S. *Albatross*, *Albatross*, *Albatross* and the torpedo-destroyers *Hart* and *Handy* are at Shanghai; *Centurion*, *Grafton*, *Iphigene*, *Narcissus* and *Daphne* are at Nagasaki.

The remains of the late M. Imbach Huet, French Consul at Canton, were exhumed at Happy Valley yesterday and placed on board the M. M. liner *Saghalien* for transmission to Paris.

We are informed that the reason why H.E. Sir William Robinson decided to remain until February was that he wanted to weather the China New Year, as he likes gongs and crackers. Every man to his taste!

KOWLOON F. C. and F. Company, R. L. R., will play in the 1st round of the Shield competition on Monday next at Happy Valley. In the second round the H.K. F. C. will play the winning team in this match.

The *Yukong* "whol" was accused of robbery in China by a woman whom he arrested her for kidnapping, was brought up at the Magistracy today and discharged, no application for his rendition having been received from the Chinese authorities.

Two shopkeepers who had illegally stored kerosene were today fined \$10 each and the oil was ordered to be forfeited. His Worship said it was a serious offence and the defendants were liable to fines of \$100 each day the oil was in their possession.

It is said that Prince Henry of Prussia, who has been appointed to the command of the second squadron on the coast of China, will visit Peking, where the Chinese Emperor will receive him as an equal, an unusual honour. Prince Henry, it is announced, is the bearer of a message from Emperor William to the Chinese Emperor in which is included a programme of Chinese reforms.

A MAN who was charged with breaking into a blacksmith's store, on Queen's Road West and stealing therefrom \$2.50 worth of bar iron, said that he had the use of the store and that complainant, who owed him fifty cents, told him he could take the iron in payment. Complainant denied having any transaction at all with the prisoner. The padlock of the store was found broken. When arrested defendant said he took the iron because he had no money, and he told Sergeant Gould that he broke the lock with his hands. A sentence of three months was inflicted.

The hearing of the preliminary note case, Li Shew v. Trol Heng Po and another occupied the attention of Mr. A. G. Wise, Judge, all today in the Supreme Court in Original Jurisdiction. Chan Tai Shang gave evidence that the two defendants were masters of the Fu Shan Tong, and he also said that the first defendant told him to come to Hongkong, where a loan of \$5,000 was obtained from plaintiff. Witness took the two p. c.'s down and handed them to plaintiff in February, 1897. The case was adjourned *stat. di.*

STAFF Capt. F. Symonds, of the Salvation Army, desires to inform the public of Hongkong, that he has been commissioned by Wm. Booth, the General, to open a Naval and Military Home at Hongkong, principally for men of the Navy and Army, but persons of all nationality and all trades of society are equally welcomed. Suitable premises have been obtained in the island and floors of No. 79, Queen's Road Central; there a reading room and a cheap refreshment bar will be conducted as soon as the premises are put in order. A humble and earnest appeal is made for contributions in money or kind to start this work. Any donations will be thankfully received at 79, Queen's Road Central.

A CRICKET match between the H.K.C.C. and H.K.F.C. will be begun to-morrow at 2 p.m. and will be resumed at 10 a.m. on Saturday. The following play for the respective clubs:—

H.K.C.C.
A. G. Ward
H. S. Moberly
G. D. Campbell
J. A. Cox
J. F. Noble
E. G. Davies
J. M. Aldrich
L. L. Leithbridge
E. R. Morris
A. N. Other

H.K.F.C.
Li Gillett
T. Sarcombe Smith
E. Mast
Capt. Dyson
Capt. Langhorne
Rev. G. R. Vallings
J. F. A. Hastings
A. Anderson
S. Howell
J. Lamont
Li Egerton

At the drawing of stumps to-morrow, Mr. Justice Wise, President of the Cricket Club, will, on behalf of the members, make a presentation to Mr. E. A. Ram, ex-Honorary Secretary.

A CORRESPONDENT writing from Cheloo on January 10th, in reference to the reported attack by sailors on a European agent of a Bible Society recently in West Shantung writes as follows concerning the affair. On New Year's day the British Consul at Cheloo received a telegram from Ch-Ming, dated January 15th, stating "Beaten four times, Yenchow in distress, requesting Cheloo-Embassy." The Rev. W. H. Embury, formerly of the Wesleyan Mission, is the gentleman in question and he had recently visited the British and Foreign Bible Society, and started in November to visit the western part of Shantung province. On receiving the telegram the Consul with commendable activity sent to the Tsoat and urged him to make every possible enquiry which the Tsoat did, and received information to the effect that Mr. Embury had been molested while selling books in Cheloo. This being over he went further on and he was again molested. The authorities on learning this sent soldiers to the scene who brought the rev. gentleman away in safety and he was sent under escort to Ch-Ming. This is all the news we have had concerning the disturbance so far but we hope to see Mr. Embury at Cheloo this week and send.

The Band of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow evening, from 8 to 10 o'clock:—

Overture Pops Dance Raps
Selection Lullaby Raps
Selection Lullaby Raps
Selection Lullaby Raps
Selection Lullaby Raps
Selection Lullaby Raps
Selection Lullaby Raps
Selection Lullaby Raps
Selection Lullaby Raps
Selection Lullaby Raps

We have received two complete reports of His Excellency the Governor's farewell to the Colony, and the Colony's farewell address to him. We don't know which version is correct, neither, we fancy. One of them is headed "Oh Willie, we shall miss you," and the other is "We will hang our harps on the weeping willow tree."

AFTER taking advantage of every quibble of the law that money could pay for the best legal talent, Theodore Durrant, the Belfry murderer, was sentenced to be hanged at the San Quentin Prison on the 7th inst. It was the fourth time he had been sentenced to death, but the last time he seemed to realise that the law had run its course, and he had to meet the penalty of his crime.

A REMARKABLE discovery was recently made at Bull Point Naval Ordnance Depot, Devonport. When the shell-room, which was locked up on Saturday afternoon, was opened, it was found that one of the shells stored in the building had exploded and that the base and head of it were missing. The building contains hundreds of live shells, with fuses attached, ready for transport to foreign stations for use at sea. They are contained in boxes, in each of which three shells are packed with padding between to minimize the risk of explosion from concussion. The shell which exploded was in one of these boxes, and the explosion has blown out the ends of the case without causing injury to the other shells packed with it. So far no theory is advanced to account for the explosion.

THE Chamber of Deputies at Rome appointed a commission of five on the 2nd ult. to inquire into the charges against Signor Francesco Crispi, former Premier, in connection with the Bank of Naples scandals and the alleged illegal traffic in decorations. The proceedings are the result of a recent decision of the Italian Court of Cassation, which quashed the judicial indictment brought against him on the ground that the ordinary tribunals of justice were not competent to deal with such charges brought against a former member of the Government or his conduct while in the Government. The Court of Cassation held that such charges must be dealt with by Parliament, which was the contention of Signor Crispi, and the judicial proceedings were thrown out. The special commission was appointed after an impressive speech by Signor Crispi in which he declared that he desired the most ample and complete discussion of the whole question, and did not dread the light, which, he said, could reveal nothing against him. "I am the victim of calumny," he asserted, "and should have brought suit against my calumniators if the matter had not been referred to the Chamber." He admitted that there had been times when he had erred. He claimed for his conquerors an unbiased judgment, and asserted that he was prepared to testify before the commission to omit nothing, so that the matter might be probed to the deepest, adding pathetically, "but it will be very hard at 78, after devoting thirty-three years to the service of my country." This passage of the speech provoked violent interruption, and the president of the Chamber formally warned two Socialist deputies, who were particularly violent. Signor Crispi said: "I remain calm, even in the face of my adversaries' invectives. I have a serene conscience, and I shall die, when my time comes, with the name of Italy upon my lips. But I ask to be allowed to pass my last days quietly. If Italy needs me I shall always be ready to serve her, but I do not have and never have had ambition for power."

To him who carefully considers the ways of British government the existence of the British Empire must always be a very surprising phenomenon. Our colonies were founded by the efforts of individuals; their troubles usually began when they had attained sufficient importance to attract the attention of the Government and they have remained within the Empire in spite of official discouragement, neglect, and even positive hostility. Our Indian Empire was founded by a company of merchants, without which it may be safely affirmed, such an Empire would never have been founded at all. Our trade with distant countries has, in like manner, been created by individual effort, which has rarely received intelligent assistance in critical periods, and has frequently had to contend with official stupidity. Two letters from our Shanghai Correspondent give a succinct but vivid account of the history of British trade with China, which represents with substantial accuracy the history of British enterprise as a whole. That trade is a monument of individual initiative and enterprise on the one hand, and official incapacity to assist and profit by these things on the other. Had British intercourse with China enjoyed the advantages of organization in the form of a corporation like the East India Company our position in the Far East would have been very different from what it is to-day. There is no other community that could have done so much in the absence of such organization,

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	Kobe and Yokohama	FRIDAY, 21st January, at Noon.
SAGAMI MARU	SHANGHAI, JINSEN, SHIMO-NOSEKI and KOBE	FRIDAY, 21st January, at 4 P.M.
OMI MARU	NAGASAKI, KOBE and YOKO-	MONDAY, 24th January, at 4 P.M.
C. Young	HAMA	TUESDAY, 25th January, at Noon.
YAMAGUCHI MARU	SINGAPORE, COLOMBO and	TUESDAY, 25th January, at Noon.
S. Kawano	BOMBAY	TUESDAY, 25th January, at Noon.
KAGOSHIMA MARU	SEATTLE, WASH., VIA KOBE and	THURSDAY, 27th January, at 4 P.M.
W. Thompson	YOKOHAMA	THURSDAY, 27th January, at 4 P.M.
YAMASHIRO MARU	THURSUAY ISLAND, TOWNS-	FRIDAY, 28th January, at 4 P.M.
J. Jones	VILL KEPEL BAY, BRISBANE	FRIDAY, 28th January, at 4 P.M.
INABA MARU	CASTLE, and ANTWERP, VIA	THURSDAY, 3rd February, at 4 P.M.
W. Balfour	MARSEILLES, LONDON, NEW	THURSDAY, 3rd February, at 4 P.M.
	SINGAPORE (Transshipping Cargo for	
	JAVA PORTS), PENANG, COLOMBO	
	and PORT SAID.	

For further information as to Freight, Passage, Sallage &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th January, 1898

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the

above Ports TO-MORROW, the 21st instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.

Hongkong, 14th January, 1898. [136]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched as above

TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th January, 1898. [137]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain McRidge, will be despatched TO-

MORROW, the 21st instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 17th January, 1898. [139]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain Taylor, will be despatched for the

above Port TO-MORROW, the 21st instant,

at 3 P.M.

This Steamer has Superior Accommodation

for Passengers and is fitted with the Electric

Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 19th January, 1898. [137]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Geo. Payne, will be despatched as above

ON TUESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 19th January, 1898. [144]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PORT ADELAIDE,"

to sail about the 26th January, 1898.

S.S. "GHAZEL" about 26th February.

S.S. "ARGYLE" 15th March.

S.S. "PATRAN" 20th March.

S.S. "LENNOX" 10th April.

S.S. "ENERGIA" 10th April.

For Freight or Passage, apply to

DODWELL, CARILL & Co.,

Agents.

Hongkong, 6th January, 1898. [1913]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched on

MONDAY, the 31st instant, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN AND AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th January 1898 [139]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above

on MONDAY, the 31st instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th January, 1898. [139]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANSEAT,"

Captain C. Hamme, will be despatched as

above on or about the 31st instant.

To be followed by the

S.S. "LYDERHORN" on or about 15th Feb., 1898.

S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 6th January, 1898. [167]

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR

STRAITS, CEYLON, MEDITERRANEAN

PORTS, ANTWERP, BREMEN AND

HAMBURG.

THE Company's Extra Steamship

"DARMSTADT"

will be despatched as above on or about the

15th of February, 1898.

To be followed by the

"CREFIELD"

on or about the 15th of March, 1898.

For Freight or Passage, apply to

MELCHERS & Co.,

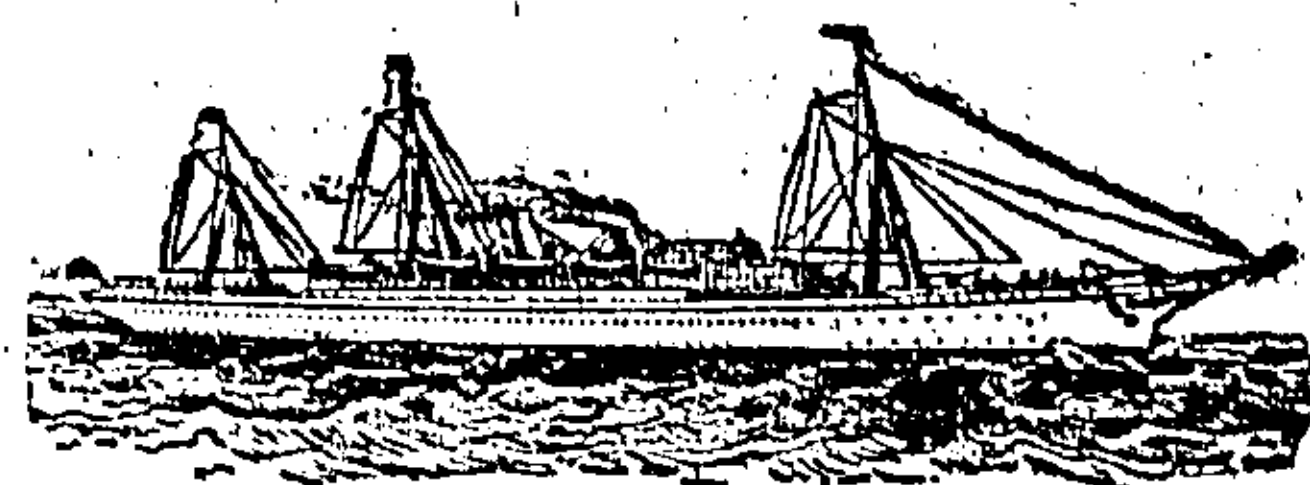
Agents.

Hongkong, 28th December, 1897. [1924]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 16th Feb., 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th Mar., 1898.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given tickets of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 19th January, 1898

D. E. BROWN, General Agent,
Paddy's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)